



 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DCA05MA004		Aircraft Registration Number: N875JX	
		Occurrence Date: 10/19/2004		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Kirksville	State MO	Zip Code	Local Time 1937	Time Zone CDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 2			
Aircraft Information Summary					
Aircraft Manufacturer British Aerospace		Model/Series Jetstream 32		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators traveled in support of this investigation and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>The Safety Board's full report is available at http://www.nts.gov/publictn/publictn.htm. The Aircraft Accident Report number is NTSB/AAR-06/01.</p> <p>On October 19, 2004, about 1937 central daylight time, Corporate Airlines (doing business as American Connection) flight 5966, a BAE Systems BAE-J3201, N875JX, struck trees on final approach and crashed short of runway 36 at Kirksville Regional Airport (IRK), Kirksville, Missouri. The flight was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 121 as a scheduled passenger flight from Lambert-St. Louis International Airport (STL), in St. Louis, Missouri, to IRK. The captain, first officer, and 11 of the 13 passengers were fatally injured, and 2 passengers received serious injuries. The airplane was destroyed by impact and a postimpact fire. Night instrument meteorological conditions (IMC) prevailed for the flight, which operated on an instrument flight rules (IFR) flight plan.</p> <p>Updated on Jul 24 2009 1:17PM</p>					
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		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
KIRKSVILLE REGIONAL	IRK	945 Ft. MSL	36	6005	100
Runway Surface Type: Asphalt					
Runway Surface Condition: Wet					
Approach/Arrival Flown: Localizer Only					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
British Aerospace		Jetstream 32		875	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Retractable - Tricycle					
Amateur Built Acft? No	Number of Seats: 19	Certified Max Gross Wt.	16204 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Prop	Garrett-AiResearch	TPE331	1100 HP		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	10/2004	9.4 Hours	21977.6 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /	ELT Operated? No	ELT Aided in Locating Accident Site? No			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		229 S. Main St. FL 12 MAC U 1228-120			
Wells Fargo Bank		City	State	Zip Code	
		Salt Lake City	UT	84111	
Operator of Aircraft		Street Address			
		693 Fitzhugh Blvd.			
CORPORATE AIRLINES		City	State	Zip Code	
		Smyrna	TN	37167	
Operator Does Business As:			Operator Designator Code: F1JR		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					

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First Pilot Information																																																																																																	
Name			City		State	Date of Birth		Age																																																																																									
On File			On File		On File	On File		48																																																																																									
Sex: M	Seat Occupied: Left		Occupational Pilot? Yes			Certificate Number: On File																																																																																											
Certificate(s): Airline Transport; Commercial																																																																																																	
Airplane Rating(s): Multi-engine Land; Single-engine Land																																																																																																	
Rotorcraft/Glider/LTA: None																																																																																																	
Instrument Rating(s): Airplane																																																																																																	
Instructor Rating(s): None																																																																																																	
Current Biennial Flight Review? 07/2004																																																																																																	
Medical Cert.: Class 1		Medical Cert. Status: Valid Medical--w/ waivers/lim.				Date of Last Medical Exam: 06/2004																																																																																											
<table border="1"> <thead> <tr> <th>- Flight Time Matrix</th> <th>All A/C</th> <th>This Make and Model</th> <th>Airplane Single Engine</th> <th>Airplane Multi-Engine</th> <th>Night</th> <th colspan="2">Instrument Actual Simulated</th> <th>Rotorcraft</th> <th>Glider</th> <th>Lighter Than Air</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>4234</td> <td>2510</td> <td>1448</td> <td>2728</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>3277</td> <td>719</td> <td>1278</td> <td>937</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td>1102</td> <td></td> <td>1102</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>191</td> <td>191</td> <td></td> <td>191</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>72</td> <td>72</td> <td></td> <td>72</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>62</td> <td>62</td> <td></td> <td>62</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>										- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual Simulated		Rotorcraft	Glider	Lighter Than Air	Total Time	4234	2510	1448	2728							Pilot In Command(PIC)	3277	719	1278	937							Instructor	1102		1102								Instruction Received											Last 90 Days	191	191		191							Last 30 Days	72	72		72							Last 24 Hours	62	62		62						
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? Yes			Second Pilot? Yes																																																																																									
Flight Plan/Itinerary																																																																																																	
Type of Flight Plan Filed: IFR																																																																																																	
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St. Louis		MO			KSTL		1842		CDT																																																																																								
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WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site																																																																														
KIRK	1735	CDT	966 Ft. MSL	2 NM	359 Deg. Mag.																																																																														
Sky/Lowest Cloud Condition: Thin Overcast			300 Ft. AGL	Condition of Light: Night/Dark																																																																															
Lowest Ceiling: Overcast			300 Ft. AGL	Visibility: 3 SM	Altimeter: 29.96 "Hg																																																																														
Temperature: 9 °C	Dew Point: 8 °C	Weather Conditions at Accident Site: Instrument Conditions																																																																																	
Wind Direction: 20		Wind Speed: 6		Wind Gusts:																																																																															
Visibility (RVR): Ft.		Visibility (RVV) SM																																																																																	
Precip and/or Obscuration: No Precipitation; Unknown Obscuration																																																																																			
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Administrative Information		
Investigator-In-Charge (IIC) Richard Rodriguez		
Additional Persons Participating in This Accident/Incident Investigation: Robert Drake		
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